investigations, and an estimate had been prepared. But no provision was made for the purpose in 1102. The bridge was absolutely necessary for the people of Kunnatnad and Parur to go to Alwaye, the chief trading centre of North Travancore. On market days, the three ferries in the river were so crowded that the ferry-boats established by the Government were inadequate to cope with the traffic. Besides being an important trading centre, Alwaye attracted many people from the Parur and Kunnatnad taluks to its schools and courts. Motor journeys were impeded at the river crossings because it took a long time to take the cars in the *junghars*. The bridge should therefore be constructed at an early date.

Another bridge across the Edapalli *todu* on the Edapalli-Kizhakkambalam road should also be constructed. Though that was the only road for the people of Trikkakara to go to Perumbavur, Edapalli and Ernakulam, it was unfit for cart traffic because of the absence of the above-said bridge. Trikkakara was the residence of many voters for the Legislative Council and the Sri Mulam Popular Assembly. During the elections and on other occasions, the people were obliged to take a circuitous route through Edapalli to reach Alwaye or Perumbavur. A road starting from the Edappalli-Alwaye road, 4th mile, should be constructed to meet the Edapalli-Kizhakkambalam road at a place near the Trikkakara temple. The new road would not cost more than Rs. 1,500.

The lands lying on the eastern side of the Alwaye-Edapalli road, between the 2nd and 3rd milestones, known as the Pidakuzha *punja* lands were damaged by the accession of brackish water from the Cochin bar. The Periyar river branched at Edamula and the eastern branch ran along the western side of the above lands. It was connected with the lands in question by a short but broad canal; and as the portion between Edamula and the above canal was silted up, there was not sufficient water for the use of the fields except during the rainy season. Not only that, during the summer season, the fields were damaged by the accession of brackish water from the Cochin bar. The Government were annually spending a large sum of money for deepening the silted portion. But the relief afforded was not adequate. A better course would be to connect the two branches of the river by a small canal at a place two furlongs from Edamula, and also to put up a bund. It would serve not only to increase the supply of water from the river during the summer season but also prevent the accession of brackish water. The very same proposal had been made by a former Executive Engineer, Mr. Thanu Pillai.

The village road between the 8th mile of the Alwaye-Vengola road and the 5th mile of the Kizhakkambalam-Alwaye road should be converted into a cart-road by raising its level and metalling it.

DEWAN'S REPLY : Mr. Khadir Makkar, in reference to the first part of your representation, you will find it interesting to hear that an estimate has been drawn up for a bridge across the Periyar at Alwaye. The estimate works out to Rs. 3,20,000. I am afraid it would not go very much beyond an estimate for the next two years at least.

As for the construction of the bund and the canal leading to Pidakuzha *punja* fields from the Edamula river junction, you remember that the immediate needs of cultivation have been met by deepening the existing course and putting up the bund above the salt water level. And with the annual grant of maintenance of Rs. 500 for this that has been sanctioned you should find things improve shortly.

Your next item of representation relates to roads. The first one is the village road between the 8th mile of the road from Alwaye to Vengola and the 5th mile of the Kizhakkampalam-Alwaye road. This has been taken up for investigation by the Public Works Department. The Divisional Officer has been asked to report on the road from the Edapalli-Alwaye road to the Trikkakara temple.

126. Needs of the Devicolam taluk.

MR. E. RAMAN TAMPI (*Member, Devicolam taluk*) stated that Devicolam was completely shut out from the rest of the State and people were keenly feeling

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the necessity for easy access to that place because of its rising importance as a planting centre. The Western Outlet road was unfit for cart traffic since the floods of 1099. The other routes connecting Devicolam with the British parts were the Northern Outlet road leading to Udumalapet and the other to Madura *via* Bodinayakanur. A journey by either route was very costly. But it was gratifying that the Government were contemplating the construction of a road from Pallivasal to Neriamangalam in place of the damaged Western Outlet road and also the opening of a branch railway line from Trippunittura to the foot of the ghats near Neriamangalam *via* Muvattupuzha and Tattakad. Those two works should be expedited.

As for means of communication within the taluk, although the Government had sanctioned the construction of the Devicolam-Kumili road, only the first section of 8 miles from Devicolam to Periakanal had been completed. That had benefited the K. D. H. P. Company alone. It would not benefit the ryots as well, unless extended up to Tondimalai, the centre of the cardamom area. The food-stuffs and other articles required for the inhabitants of Devicolam were taken from Bodinayakanur *via* Bodimettu and the cost of transport was heavy because of the absence of a cart-road. A road from Bodimettu to Tondimalai and another from Periakanal to Pallivasal should be opened at an early date.

Water supply in the Devicolam town was made through pipes leading from reservoirs located at various places. The reservoirs having been damaged by the floods of 1099, water supply had become scanty. The previous Dewan, Dewan Bahadur Mr. Raghaviah had promised to open a common reservoir in a central place. But no steps were taken in furtherance of that proposal. The new scheme should be pushed through.

Another proposal made by the member was about the supply of electric lights to the Devicolam town. There were places situated half a mile away from Devicolam and belonging to the K. D. H. P. Company lighted by electricity. When the new power-house at Pallivasal became a realised fact, electrifying the Devicolam town would be easy. Before sanctioning the erection of the power-house the Government should impose a condition that the company should supply electricity to the Devicolam town at a reasonable price.

Malayalam was being taught in the Government schools at Anjanad, while the mother-tongue of the local inhabitants was Tamil. It would therefore be desirable to teach Tamil in those schools.

DEWAN'S REPLY: Mr. Raman Tampi, you ask for the extension of the railway from Alwaye to Pallivasal.

MEMBER: I do not press it.

DEWAN: Then you ask for the speedy construction of the Tattakad line and for the road along the Valentine Trace. These two matters will be considered. As you know, at present, a survey is being made and we will have to wait and see what the result of the survey reveals.

Then you want a branch road fit for cart traffic from Periakanal to Pallivasal through Bison Valley. As estimate for Rs. 4,400 and odd has been sactioned for the section from Periakanal to Bison Valley, and the question of its extension will have to be examined.

In regard to water supply to the Devicolam town, the Chief Engineer points out that there are difficulties in the way of providing water supply for the people in Devicolam generally as the arrangements of the Goverenment contemplated would only supply the needs of the Government officials stationed there. There are local difficulties and it is not easy to find a way out. As regards electric lighting I shall ask the Commissioner whether it can be done.

As regards the teaching of Tamil in the Government schools at Anjanad I shall ask the Director of Public Instruction to examine the matter, ascertain local opinion and place his views before the Government.

127. Needs of the Peermade taluk.

MR. O. P. ANANTANARAYANA AIYAR (*Member, Peermade taluk*) said that, although there were no permanent residents in the Peermade taluk, there were

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